

Daily Journal of Commerce

December 18, 2002

Magnolia Bridge options are narrowed from 25 to 9

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After hearing from the public, the team working on the replacement of the **Magnolia Bridge** has whittled the number of options from 25 to nine.

Some of the alternatives follow very different alignments from the current **bridge** along the Garfield and Galer streets corridor. Officials are suggesting that the new **bridge** might be built as far north as West Wheeler Street.

The new **bridge**, combined with plans by the Port of Seattle to possibly turn the upland portions of Terminal 91 into a mixed-use development, could add up to a very different Interbay neighborhood.

Built in the early 1930s, the **bridge** has been significantly expanded by man and shaken by nature. Since the late 1990s, it has been closed twice.

The first closure was after a major landslide, which necessitated construction of a large retaining wall on the west side of the **bridge**.

The second was after the 2001 Nisqually Earthquake.

After the temblor, the city replaced damaged structural members and did a seismic retrofit of the **bridge's** extension over 15th Avenue West.

"It's a safe **bridge** right now, but it does not meet seismic standards," Kirk T. Jones, the city of Seattle's manager of the **bridge** project, told the port Commission earlier this month.

It's unclear how much replacing the **bridge** will cost. A study done five years ago indicated that retrofitting the span would cost about half the cost of a new **bridge**. The price of the new **bridge** depends on the outcome of the \$9 million federally funded study, which is to be finished in July when a final option is selected.

The current nine options will be reduced to three in February.

The nine alignments are:

- Option A would follow the same route as the existing **bridge**, but there would be ramps leading to and from the port land at Terminal 91.
- Option B would turn west from 15th as it does now, cross over the railroad tracks and descend down to an at-grade level on the port's property before swinging southeast past the Elliott Bay Marina, hooking into an expanded 32nd Avenue West and heading north to **Magnolia** Village.

Jones said citizens pointed out that an existing agreement with homeowners prohibits such an alignment. Port Commissioner Paige Miller said the agreement

Design team

The city of Seattle has selected HNTB Architects Engineers and Planners as its design consultant for the project.

Other design team members are Weinstein Copeland Architects, EnviroIssues, Shapiro and Associates, KPFF Consulting Engineers, Mirai Associates and the Seattle Department of Transportation. More information about the project is at

www.seattle.gov/td/magreplace.asp.

could -- for a fee -- be changed, and Commissioner Pat Davis said the port might want to do this to maximize the value of the port's land holdings.

- Option C recommends the **bridge** head west from the current ramp off 15th and cross over the railroad tracks before descending to the port's property and heading north several blocks before turning west and running up the bluff and hooking back into Galer.
- Option D exits 15th at Galer and Garfield, swings northwest over the tracks and remains elevated over port land, with ramps leading to and from port property. The road would rise back up to Galer where it enters **Magnolia**.
- Option E would shift the exit from 15th north to West Wheeler Street; the **bridge** would continue due west and hook into Thorndyke Avenue West.
- Option F calls for the **bridge** to head northwest over the tracks from the Wheeler and West Armory Street right-of-way, continuing west to **Magnolia** and connecting at Thorndyke.
- Option G has the **bridge** leaving 15th at Armory, crossing the tracks and descending to the port property before climbing a **bridge** that would head southwest up the bluff to Galer.
- Option H would result in a fourth entrance and exit from **Magnolia**. To the south, the **bridge** would leave Elliott Avenue West and 15th at the new Galer Street Flyover, cross the tracks, descend to the port property and ascend the bluff at Galer. The fourth entrance to **Magnolia** would be farther north, where the **bridge** would begin at 15th and Armory, head northwest over the railroad tracks and terminate at Thorndyke.

Option I calls for the **bridge** to head northwest from 15th at Armory to the West Boston Street right-of-way, where it would head west over the tracks and lead to Thorndyke.